

**NOTICE OF PUBLIC MEETING & AGENDA
TRAFFIC SAFETY COMMISSION
7:00 PM, MONDAY, JULY 13, 2015
PUBLIC SAFETY BUILDING, 401 E THIRD STREET, NEWBERG**

“Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

I. CALL MEETING TO ORDER

II. ROLL CALL

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC COMMENTS

V. CONSENT CALENDAR

A. Approval of minutes from the April 13, 2015 Traffic Safety Meeting

VI. NEW BUSINESS

VII. OLD BUSINESS

A. TSC-15-0004 / 5th & Meridian Stop Sign request

B. Traffic concerns on South Blaine Street

VIII. STAFF REPORTS – GENERAL INFORMATION

A. Engineering

B. Police

C. Commissioners

IX. ADJOURNMENT – Next meeting August 10, 2015

ACCOMMODATION OF PHYSICAL IMPAIRMENTS: In order to accommodate persons with physical impairments, please notify the City Recorder’s office of any special physical or language accommodations you may need as far in advance of the meeting as possible, and no later than two business days prior to the meeting. To request these arrangements, please contact the City Recorder at (503) 537-1283. For TTY services please dial 711.

Posted: July 6, 2015

CITY OF NEWBERG TRAFFIC SAFETY COMMISSION MINUTES
APRIL 13, 2015, 7:00 PM
PUBLIC SAFETY BUILDING (401 E. THIRD STREET)

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

I. CALL MEETING TO ORDER

Vice Chairman Karl Birky called the meeting to order at 7:00 PM.

II. ROLL CALL

Members Present:	Karl Birky, Vice Chair	Jeff Grider
	Ron Johns	Kari Lawson
	David Hostetler	Chris Kelly
	Tony Roos	Meghan Seifert,

Members Absent: Neal Klein (excused); David Venable (excused); and Bob Andrews

Staff Present:	Brian Casey, Chief of Police	Jason Wuertz, Civil Engineer
	Mary Newell, Support Services Manager/Recorder	

Others Present:

III. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was performed.

IV. PUBLIC COMMENTS

Citing ongoing parking issues, Ron Hatfield requested the Traffic Safety Committee paint the 16-foot strip between his and his neighbor's driveway yellow, making it a no parking zone. Noting the site is not large enough to accommodate a full size vehicle, Mr. Hatfield indicated that persons frequently park and encroach into his or his neighbor's driveways. This makes it difficult or impossible to enter or exit their driveways. He calls the police when necessary (TSC-15-0003).

V. CONSENT CALENDAR

A. Review and approve meeting minutes of February 9, 2015.

MOTION: R. Johns/K. Lawson approving the Consent Calendar including the Traffic Safety Commission minutes as amended for February 9, 2015. Motion carried (7 Yes/0 No/2 Absent/0 Abstain/0 Vacant).
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VI. NEW BUSINESS:

A. TSC-15-0002 / 2nd Street (West of Church St) No Parking Request

City Civil Engineer Jason Wertz presented the staff report. (Full report filed with packet.) Wertz noted the space is less than the 20-22 foot size of a parallel parking space. He explained the different options, i.e. paint vs. signage, associated costs and maintenance. Wertz recommended that the yellow curb be installed adjacent to

1318 E Second Street, Newberg.

Vice Chair Birky closed the public hearing.

Discussion followed. R. Johns suggested yellow curbs would be easiest. Chief Casey said it's less of a burden to paint than have the police respond there, and could always add signage later, if necessary. T. Roos, noting oversized driveway, concerned with taking away parking. J. Wertz indicated new duplexes plus coming development will increase parking needs, but reducing by one small space would not have much impact.

MOTION: C. Kelly/R. Johns moved to accept the staff recommendation to direct the Public Works Department install yellow paint along approximately 11 feet of the curb adjacent to 1318 E Second Street, Newberg, eliminating one small parking space. Motion carried (6 Yes/1 No; Roos/2 Absent/0 Abstain/0 Vacant).

B. TSC-15-0003 / Villa Road & Mountainview Drive Intersection Sight Distance.

Jason Wertz presented the staff report. (Full report filed with packet.) Staff recommendation is to enforce the sight vision clearance setback requirements outlined in the Newberg Municipal Code section 15.410.060, to include removal of vegetation only.

Discussion ensued. T. Roos noted the vegetation has a fence behind it. Birky stated the difference between vision site triangles and intersection sight distances. Jason Wertz could not speak to the future alignment of Villa Road and Mountainview, or the ability to purchase an easement to address sight clearance issues.

Responding to Chris Kelly, Mr. Wertz said stop signs could be installed on Mt. View, but he does not recommend stop signs for sight distance correction. Stop signs should not be installed without meeting warrants.

Chief Casey, noting people often pull forward into a crosswalk, did not recommend installing crosswalks because it is a violation that is not routinely enforcement.

Birky said not a lot of accidents, supports improving the vision triangle but did not support removing the fence or acquiring right-of-way to fix the intersection.

MOTION: R. Johns/J. Grider moved to direct Staff to enforce the sight vision clearance setback requirements outlined in the Newberg Municipal Code section 15.410.060, to include removal of vegetation only. Motion carried (5 Yes/1 No; Hostetler/2 Absent/0 Abstain/0 Vacant).

IV. OLD BUSINESS

Consensus that the presentation by Mojie Takallou, Ph.D., P.E., Associate Professor of Civil Engineering, University of Portland, was beneficial; suggested it be offered again, as there was information not covered.

V. STAFF REPORTS – GENERAL INFORMATION

A. Engineering Update – Jason Wuertz advised:

- Curbs on Fulton Street, adjacent to Friendsview Manor will be painted yellow.
- Working with owner of Dutch Brothers to improve traffic flow in the area of Deborah & Hwy. 99
- City is accepting proposals for improvement along Villa Road, from Hayworth north of

Crestview, for construction to start summer 2016.

B. Police Update – Chief Casey advised:

- Department is celebrating National Telecommunicators Week, recognizing 9-1-1 dispatchers
- Department's new drug dog begins training in May
- Arrest made in local arson case;
- Arrest made on residential burglaries involving theft of handguns.
- Non-injury accident involving 10-year old hit in crosswalk, but not fault of driver.

C. Commissioners Updates – Commissioner Lawson said she enjoyed the Citizens' Police Academy, that is was well done and she learned a lot about police operations.

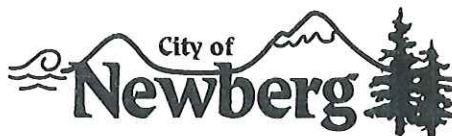
VI. ADJOURNMENT

There being no further business to come before the Traffic Safety Commission, Vice Chair Karl Birky adjourned the meeting at 7:52 PM.

Approved by the Newberg Traffic Safety Commission on this 13th day of July, 2015

Minutes Recorder

Neal S. Klein
Traffic Safety Commission Chair



MEMORANDUM

ENGINEERING SERVICES
DEPARTMENT

P.O. Box 970 • 414 E. First Street • Newberg, Oregon
97132

Tel 503.537.1240 • Fax 503.537.1277

July 13, 2015

To: Newberg Traffic Safety Commission
Cc: Kaaren Hofmann, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager
From: Jason Wuertz, PE, Civil Engineer
RE: TSC-15-004 / Stop Sign Request at E 5th St & S Meridian St

On October 13, 2014, the Traffic Safety Commission (TSC) considered a stop sign request at the intersection of E 5th Street and S Meridian St. A stop sign warrant analysis was completed and presented to the TSC. The TSC voted to install stop signs on the minor leg being E 5th St, and remove the large 4.5 foot diameter tree, and two apple trees leaving the homeowner's fence in place. In this scenario, stop signs on the minor street only is warranted based on MUTCD 2B.06 B and , Historic Crash Data.

It has been later determined that the cost to remove the large deciduous tree, two apple trees, and replanting with new approved street trees will cost more than \$5000 due to the size and location of the tree, and the need to replace the sidewalk that would be damaged during the removal of the tree.

This cost is significantly higher than anticipated. Installation of a 4 way stop would be much less costly and will accomplish the goal of improving the safety at the intersection. Details on the warrants analysis can be seen in attachment "A," TSC agenda item TSC-14-004.

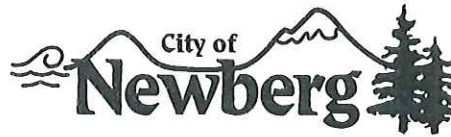
Additionally, I have recently received a request from an adjacent property owner requesting that the tree not be removed.

RECOMMENDATION

The Engineering Services Department recommends that the traffic safety commission retracts the Motion approved on October 13, 2014, item TSC-14-004 (to remove trees and put a stop control East and West on 5th Street at S Meridian Street), and subsequently approves the installation of an all-way stop at the intersection of E 5th Street and S Meridian Street.

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MEMORANDUM

ENGINEERING SERVICES DEPARTMENT

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.537.1240 • Fax 503.537.1277

October 2, 2014

To: Newberg Traffic Safety Commission
Cc: Jay Harris, PE, Public Works Director; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager
From: Jason Wuertz, PE, Civil Engineer
RE: TSC-14-004 / Stop Sign Request at E 5th St & S Meridian St

On June 7, 2014, Susan Doak of S Meridian Street requested to revisit the stop sign warrants at the intersection of E 5th St and S Meridian St due the following reasons:

- The intersection's close proximity to Edwards Elementary
- S Meridian St is a bus route for many buses going to and from Edwards Elementary
- There is at least one special needs child living in close proximity to this intersection

Ms. Doak was prompted to make her request following a June traffic accident involving two vehicles. Ms. Doak's request is shown in attachment 3. During the time in which the original request was made, Ms. Harrison requested to have the intersection revisited which is shown in attachment 4.

The Engineering Services Department conducted a study according to the guidelines presented by the MUTCD shown in Attachment 1. The study is based on three conditions: traffic volume, intersection sight distance, and historic crash data.

TRAFFIC VOLUME

Upon further investigation of a past study of the intersection, it was determined that the traffic counts that were completed two years ago, and shown in the Memorandum in attachment 2, are still sufficient and should not be drastically different today. Therefore, new traffic counts were not conducted. The conclusion from this traffic study is that stop signs are not warranted.

HISTORIC CRASH DATA

The crash data shows five crashes within a two-year period in which the installation of a stop sign would improve the safety of the intersection as they are all based on a right-angle collision. The specific accidents are as follows:

- Case #12001652 – June 29, 2012 – 2-vehicle right-angle collision, SB Meridian & WB 5th
- Case #13001822 – July 27, 2013 – 2-vehicle right-angle collision, NB Meridian & EB 5th
- Case #13002182 – September 6, 2013 – 2-vehicle t-bone crash, NB Meridian & EB 5th
- Case #14000360 – February 13, 2014 – 2-vehicle t-bone crash, SB Meridian & WB 5th

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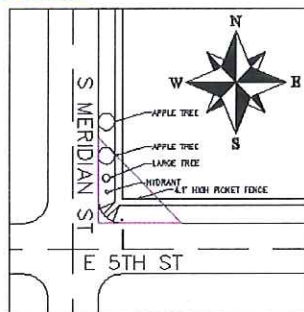
- Case #14001357 – June 6, 2014 – 2-vehicle t-bone crash, SB Meridian & WB 5th

These crashes are consistent with the known sight distance limitations at the intersection. Safety would likely be improved by removing the sight obstructions. If they are not removed, stop signs are warranted on the minor street by this accident history.

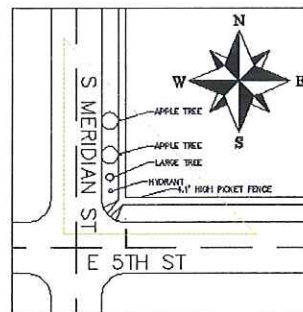
INTERSECTION SIGHT DISTANCE

The NE corner of the intersection of E 5th St and S Meridian St has the most sight vision encroachments. This corner was analyzed for intersection sight distance. In analyzing the intersection sight distance at this corner, four separate sight distance triangles were analyzed: Detail 105, Case A, Case B1, and Case E. In three scenarios, the sight distance is blocked by a 4.5 foot diameter conifer, the canopy from apple trees, and in two scenarios by a 4.1-foot high white picket fence. The four intersection sight triangle scenarios are described as follows:

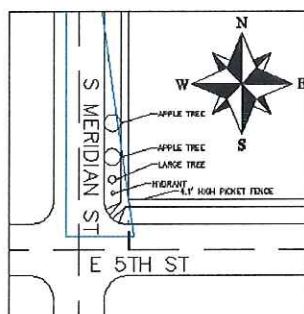
- **Detail 105:** Per the City of Newberg's municipal code, the City mandates that no obstructions shall be more than 2.5 feet high in a sight triangle of 50'x50'. All three objects are within this sight distance envelope.
- **Case A:** This scenario proposes a sight triangle at an intersection with no traffic control in a residential neighborhood with a posted speed of 25 MPH. According to AASHTO standards, a 115'x115' triangle is required. All objects are located within this sight triangle envelope.
- **Case B1:** This scenario describes a sight triangle at an intersection where a vehicle would make a left turn onto the major road (S Meridian St) from a stop controlled minor road (E 5th St). According to AASHTO standards, a 40.5'x280' triangle is warranted. In this scenario, the fence is excluded from the envelope but the trees are located within the sight triangle envelope.
- **Case E:** According to AASHTO standards for a sight triangle at an intersection where there is an All-Way Stop Control, the vision of either driver must not be impeded by any object on the intersection in question (NE corner). As the sight distance triangle is significantly reduced in Case E, this is an acceptable scenario.



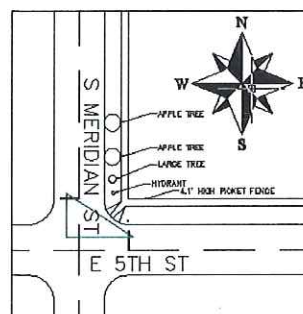
Detail 105: 50'x50'



Case A: 115'x115'



Case B1: 40.5'x280'



Case E: All-Way Stop

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ATTACHMENT "A"

In conclusion, Case E (All-Way Stop) is the only acceptable scenario for the NE corner of E 5th St and S Meridian St that does not require the removal of the obstructions. If the trees are removed, Case B1 (Minor Road Stop) is acceptable, and if the trees and fence is relocated to comply with Case A, an uncontrolled intersection is acceptable

RECOMMENDATION

The Engineering Services Department recommends action to improve the safety of the intersection at E 5th St and S Meridian St and presents three possible solutions.

1. The preferred technical engineering solution is to remove the large 4.5 foot diameter tree, two apple trees, and work with the homeowner at the NE corner of the intersection to relocate the fence. Currently, the City's Municipal Code does not require the homeowner to relocate or remove their obstructing fence to the distances necessary for intersection sight distance of an uncontrolled intersection. However, in having the sight triangles at the intersection completely unobstructed, there would not be a need for stop signs. This solution would require a willing homeowner to work with the City in relocation of their fence.
2. The preferred engineering department recommendation is to install stop signs on the minor leg being E 5th St, and remove the large 4.5 foot diameter tree, and two apple trees leaving the homeowner's fence in place. In this scenario, stop signs on the minor street only is warranted based on MUTCD 2B.06 B and , Historic Crash Data.
3. The third option is to install an all-way stop at the intersection. This scenario, if the sight vision obstructions are not removed, is warranted based on 2B.07, 5C, intersection sight distance. This alternative is not the preferred option, as it may introduce additional conflicts related to driver expectancy on S Meridian St.

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Section 2B.06 STOP Sign Applications

Guidance:

1. At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).
2. The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:
 - A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
 - B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
 - C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Support:

3. The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

1. Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
2. The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

3. The decision to install multi-way stop control should be based on an engineering study.
4. The following criteria should be considered in the engineering study for a multi-way STOP sign installation:
 - A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
 - B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
 - C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches)

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- averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

5. Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

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MEMORANDUM

PUBLIC WORKS DEPARTMENT
Engineering Division
P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.537.1240 • Fax 503.537.1277

March 30, 2012

To: Newberg Traffic Safety Commission
Cc: Dain Eichel, Interim PW Director; Jay Harris, PE, City Engineer; Brian Casey, PD Chief;
Mary Newell, PD Support Services Manager
From: Paul Chiu, PE, Senior Engineer *PC*
RE: TSC-12-008 \Stop Sign Request at Meridian and 5th Street

On February 13, 2012, Newberg City Councilor, Mr. Ryan Howard, spoke from the floor at the Newberg Traffic Safety Commission (TSC) meeting that the uncontrolled intersections along Meridian Street may become an issue once the planned bicycle route is installed. He asked the TSC to consider adding stop signs on at least one street in both directions at the Meridian and 5th Street intersection which is noted as 'A' and circled in the map below.



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TSC-12-008_Meridian-5th_Stop Sign Request.docx

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TSC-14-004 Meridian and 5th Stop Sign Warrants - REV 09.29.14

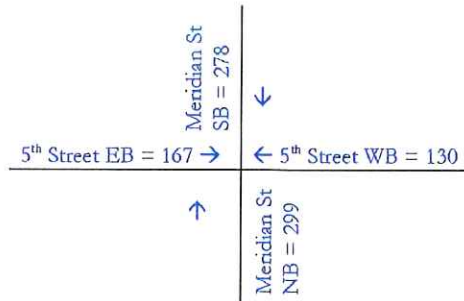
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In response, staff collected traffic data and performed a stop warrant analysis. The traffic data was collected on February 29th and March 1st, 2012 and summarized as follow:

Meridian Street				
Block	between 4th & 5th		between 5th & 6th	
85% Speed	Southbound	Northbound	Southbound	Northbound
	24.6 MPH	23.7 MPH	24.2 MPH	21.8 MPH
ADT =	278 (47%)	313 (53%)	259 (46%)	299 (54%)
AM Peak =	21	34	23	33
PM Peak =	27	28	25	28

5th Street				
Block	between Edwards & Meridian		between Meridian & Center	
85% Speed	Westbound	Eastbound	Westbound	Eastbound
	22.6 MPH	21.9 MPH	21.7 MPH	22.3 MPH
ADT =	146 (47%)	167 (53%)	130 (45%)	157 (55%)
AM Peak =	10	15	8	12
PM Peak =	21	17	15	16

Vehicle Crash Data in Last Five (5) Years			
Incident Date	Motor Vehicle Crash	Comment	Injury
11/15/2007 (Thu)	1	Written warning	0
7/18/2008 (Fri)	1	Written warning	0
4/6/2010 (Tue)	1	-	0
4/8/2011 (Fri)	1	-	0



Upon review, the traffic volume is relatively low and fairly balanced in each direction. The 85 percentile speed did not exceed 25 MPH in all directions near that intersection.

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TSC-12-008_Meridian-5th_Stop Sign Request.docx

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TSC-14-004 Meridian and 5th Stop Sign Warrants - REV 09.29.14

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Meridian Street carries about 66% of the traffic that enters the intersection while 5th Street carries 34%. There are no known pedestrian issues near the intersection although it is one (1) block away from an elementary school. Crash data in the last five (5) years did not reveal any major concerns at the intersection.

Although Meridian Street carries a higher traffic volume than 5th Street, stop signs are not warranted at this time. Please contact staff member if you have any questions. Thank you.

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TSC-12-008_Meridian-5th_Stop Sign Request.docx

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TSC-14-004 Meridian and 5th Stop Sign Warrants - REV 09.29.14

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From: Susan Doak [<mailto:susan.melendez.doak@gmail.com>]

Sent: Saturday, June 07, 2014 11:15 PM

To: Jason Wuertz Subject: Meridian and 5th

Dear Jason,

I so much appreciate your response to me regarding my recent post on the Newberg-Dundee Action group on Facebook. The intersection at Meridian and 5th has been a concern for me since I bought my house three years ago on Meridian. I can see this intersection from my house.

I understand the reasons for not regulating streets (thanks in part to Kari Lawson) except when it is warranted.

I am wondering if the traffic safety commission would consider reassessing the regulation of this street. First, traffic may have increased since 2012 when it was last assessed. Second, even if traffic volume has not increased, there are a few other factors to consider:

1. Meridian and 5th is in very close proximity to Edwards Elementary. (The little boy I held in my arms after this accident is in Edwards elementary first grader. He was uninjured for the most part, but quite traumatized by this accident and by seeing his father being pride from a smashed vehicle and taken by ambulance.)
2. Meridian is a bus route for many buses going to and from Edwards elementary.
3. There is at least one special needs child who lives in very close proximity to this intersection.

Please consider adding this item to the agenda for the Traffic Safety Commission. I am happy to attend a meeting to further discuss this issue. There are so many things that I do not know about traffic safety and I am happy to learn from those with more expertise!

I am, however, a mother and a professional counselor who works with traumatized children and adults. I care deeply about my neighborhood and about those who drive on these roads daily. Thank you so much for your time, Jason.

Please feel free to contact me by email or by telephone at 617-909-8335.

All the Best,

Susan M. Doak, LPC
Meridian Resident

Sent from my iPhone

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From: Susan Harrison <sjharrison@gmail.com>
Date: Tue, Aug 5, 2014 at 1:36 PM
Subject: Traffic commission
To: mary.newell@newbergoregon.gov
Cc: Mark McLeod-Harrison <mmcleodharriso@georgefox.edu>

Ms. Newell,

I wrote a few months ago inquiring about how to get an issue on the agenda of the Traffic Commission. We were hoping to come to the meeting but that has led to us putting off getting the item on the agenda, and I think it's best just to try this way. We have a baby and a special needs child and so far it's been too hard to come.

Here is what we'd like to share with the Traffic Commission:

We have owned a house on the corner of South Meridian and East Fifth Street for over eight years (two of those years we rented the house but we have been back since November). During that time we have seen several car accidents, and our young son has witnessed them as well, causing him a lot of distress. When we moved here in 2005, we brought the issue of stop signs to the committee, but were told there was not enough traffic here to have stop signs.

It is certainly true that during the weekends and week days prior to rush hour, there is not much traffic. But during the busier times (after 4 pm or so during the week), the problem is that too few people slow down at this intersection, and far fewer people actually come to a stop. It is the norm to sail through this intersection at anywhere from 20-35 miles an hour.

I imagine the same is true for other intersections in Newberg where there are no stop signs. But let's start with this one. I think we won't get to the bottom of this stop sign issue until the Traffic Commission decides to take an hour, or even fifteen minutes, during a high traffic time, and actually count the number of people who slow down sufficiently and the number who stop. I think they will be appalled, quite honestly.

I am sorry I didn't send this email sooner this year when I first contacted Mary Newell. There was an accident at this corner recently that was so involved we couldn't bring our 8 year old son home for an hour until they cleared everything up. (My mother called to warn us). I feel a sense of responsibility to make sure I do what I can to prevent yet another accident by asking again about stop signs.

My original letter to the city eight years ago was concerning the safety of the children on this corner. Since that time, our son (who has ASD) has twice ran out into the street without looking, when a car was coming. He was luckily stopped by one of us first. Cars go so fast despite the intersection, that he could easily have been killed.

Again, please carefully consider looking at how many people speed through the intersection, rather than looking at the traffic total. There are high traffic times, early to late evening, during which drivers need stop signs because they are not slowing down sufficiently, and rarely stopping.

Thank you very much for your work for safety for the people of Newberg.

Susan McLeod-Harrison, on behalf of myself, Mark McLeod-Harrison and our two sons, Micah (age 8) and Salem (7 months)

P.S. I know that Commission prefers to meet families, so even though we cannot attend the meeting at this time, I thought I would attach a photo.

“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”